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FOREIGN AND INSULAR.

BRAZIL.

Report from Bahia—Mortuary statistics.

Consul Furniss reports, December 7, as follows: During the week ended December 5, 1903, 79 bodies were interred in the Bahia cemeteries. The following were given as the causes of death: Alcoholism, 3; aneurism, 2; aortic dilatation, 1; arterio-sclerosis, 1; bronchitis, 1; cancer, 1; cerebral congestion, 3; diarrhea, 8; gangrene, 1; hepatitis, 1; intestinal parasites, 1; malarial fevers, 9; meningitis, 4; nephritis, 1; organic diseases of heart, 2; pulmonary tuberculosis, 8; rachitis, 2; senile debility, 2; stillborn, 4; syphilis, 1; tetanus neonatorum, 1; umbilical hemorrhage, 1; uremia, 1, other causes, 20.

Report from Rio de Janeiro—Plague and yellow fever—Inspection of vessels.

Acting Assistant Surgeon Stewart reports, December 5, as follows: During the week ended December 5, 1903, I personally inspected the following vessels leaving here for the United States: Barkentine *Josephine*, for Baltimore, no passengers, loaded at the wharves; steamship *Byron*, British, for New York, with passengers and cargo from here, lay in the open stream, and had been disinfected at the Ilha Grande Quarantine Station a week before arrival here; steamship *Minnetonka*, American, from San Francisco, Cal., for New York, put in here for coal, and had no communication with the shore, taking on no cargo nor passengers from here, only coal for consumption; steamship *Syracusa*, German, for New York, with cargo and one third-class passenger from here, which lay in the stream and had been disinfected during the previous week at Ilha Grande Quarantine Station; British steamship *Southgate*, from here for New Orleans, which lay in the stream and had also been disinfected, just before arriving here, at Ilha Grande, cargo, but with no passengers from here, and the American barkentine *Glad Tidings*, for Baltimore, with cargo, no passengers, which had lain at the docks.

In regard to the matter of vessels lying while here at the wharves, I have to state that on the 4th instant regulations were issued by the sanitary authorities here which prevent any vessels, whether for home or foreign ports, loading elsewhere than in the open bay from that date until the end of the summer season. * * *

All of the vessels inspected by me, referred to above, were in good condition, and bills of health were issued to all.

In regard to the statement that certain of these vessels were disinfected at the Ilha Grande Quarantine Station, this is the order now in force with regard to all vessels from here going to other Brazilian

ports. In my last report I described the care taken by the Argentine Republic to prevent the entrance of disease from here by vessels.

The disinfection treatment received at Ilha Grande consists, so I am informed by the various ships' officers, of sulphur disinfection by means of pots in empty holds, and washing down with mercuric chloride solution. I asked in all three cases of ships treated at Ilha Grande leaving here last week whether many rats had been found dead after disinfection, and in no case were there any found.

All vessels have rats on board, and sulphur will certainly kill rats if applied in sufficient strength.

I am now informed that the actual work of dredging and pumping up the mud from the bottom of the bay in order to fill in behind the breakwater or sea wall to be built will not begin before the winter time here, a fact which may be of importance in a sanitary light.

For your information I inclose a printed copy of the contract under which the work of harbor improvements is to be made. When completed all vessels will go to the new wharves for unloading and taking on cargo instead of lying out in the stream, as almost all vessels do now. The reason for vessels lying out in the stream instead of coming to the few wharves now here is not, except at certain seasons of the year as at present, on account of risk of conveying or receiving infection, but because the existing wharves have not the requisite depth of water off them for vessels of any size.

The completion of the contract for building these new harborworks and wharves will, I understand, occupy anywhere from five to eight years.

The weather here during the week ended this date has been extremely warm—hot for this time of the year, the thermometer in the botanical gardens registering in the shade, last Thursday, 40° C. There have been two heavy wind and thunder storms, accompanied by heavy rains, lasting, however, but a short time, which have been of some aid in clearing the atmosphere of its intense heat and humidity.

During the week there have been 372 deaths from all causes. Of these, none were due to yellow fever, 22 due to plague, 50 to variola, and 60 due to pulmonary tuberculosis.

Plague was reported from 7 of the 13 districts into which the city is divided. In the hospitals there were reported to be 96 cases of plague under treatment and 90 cases of variola under treatment.

CHINA.

Report from Hongkong—Plague—Disinfection of vessels.

Passed Assistant Surgeon McMullen reports, November 27, as follows:

Week ended November 21, 1903: Eleven vessels, with 847 crew and 364 passengers (115 cabin and 249 steerage) were inspected and granted bills of health; 508 crew and 181 steerage passengers were bathed and their baggage disinfected—695 pieces. Three vessels for Manila, via Amoy for steerage passengers, were directed to call at Mariveles for treatment. One vessel was fumigated to kill rats. There were 5 rejections from all causes. The health of the colony is comparatively good, and 3 fatal plague cases (Chinese) were the only communicable diseases reported for the week.